

**22 Aug 2010**

**GRIP (FLL-JSC-DFRC) 14Z Daily Telecon / Webinar**

**Participants**

*FLL Team* – Jeff Halverson, Greg McFarquhar, Michael Goodman, John Molinari, Scott Braun, Aaron Bansemer, Simone Tanelli, Michael Kavaya, Luke Ziemba, Seyed Ismail

*Telecon*

Tim Miller, Gary Wick, Gerry Heymsfield, Ed Zipser, Bjorn Lambrigtsen, Paul Bui

**Global Hawk Report**

- **Aircraft – green**
  - Monday – Combined System Test
  - Tuesday – Range Test
  - Thursday – high altitude drop test in Range
- **Dropsonde – red**
  - installed;
  - Solved intermittent IR comm problems (firmware fix)
  - Programming a new set of instructions
  - CST now schedule for Monday and Low-Altitude test Tuesday and High-Altitude test on Thursday
  - Phil Hall still working COA dropsonde – still do not final disposition but we do have international waters permission
- **HAMSR – green.**
- **LIP - green**
- **HIWRAP – yellow** but can still fly; Need more time on the aircraft to debug . Software / hardware (bad board or connector) problems.

**WB-57 Report**

- **Aircraft – green**
- **HIRAD - green**
  - delayed on data system upgrades.
  - Ship on 23Monday
  - Arrive on Wednesday,
  - Fly on Thursday as a checkout unless target is in the Gulf.
    - Calm waters over a buoy at different altitudes
    - Fly precipitation
    - NAST-I will fly on test flight
  - Friday, 27Aug is first science
- AMPR arrives on 7Sept
- WB-57 Suitcase flights will be out of MacDill AFB, Tampa FL
- NAST-I IR interferometer will piggyback during the beginning – don't have budget for extended

## DC8 Report

- Aircraft – green.
  - Visual and analytical inspection revealed no damage. Plane is ready to fly
- LASE – green.
- LARGE – green.
- APR2 – green.
- DAWN – yellow. insulation fix completed. Will test on first flight opportunity.
  - LaRC personnel working on alternative solutions (adding a fan and heat source in the can – no de-integration required)
- Microphysics – green all but CSI are green. CSI awaiting pylon remanufacture at least another week. However, inspection needs to be completed before authorized to fly. Shetter-doubtful that the authorization will be completed during GRIP
- MMS – green.
- Dropsonde – green.

TD#6 (formerly AL95/PGI-31&33) still far out in east Atlantic.

Ruled out a suitcase flight to STX  
NOAA or NSF are not flying.

Now looking to the Gulf for a possible TS in Tues/Wed?  
Secondary objective would be precip, microphysics and DAWN test flight  
Alert for 23Aug 2010 @ 19Z for 9hr flight